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1-2. (CANCELED)

3. (CURRENTLY AMENDED) An electro-pneumatic switching unit for a vehicle transmission (6) comprising;

a splitter group transmission (12) pneumatically switched via a first set of valves (36, 38);

a range-change group transmission (14) pneumatically switched via a second set of valves (44, 46), and switching of which can be manually preselected by a vehicle driver via a gear lever (16);

a mechanical locking device (54, 56) for mechanically preventing the manual switching of inadmissible reduction ratios of a vehicle transmission (6);

a prevention device (30, 42, 64) for preventing pneumatic switching of the inadmissible reduction ratios of the vehicle transmission (6); and

[[one]] an electronic control device (20),

wherein the mechanical locking device (54, 56) ~~is a mechanical device~~ which prevents the vehicle transmission from performing the manual switching of inadmissible reduction ratios of the vehicle transmission (6), ~~and the locking device (54, 56)~~ is pneumatically connected with actuated by a first valve (44) of the second set of valves (44, 46) for switching the range-change group transmission (14) according to a gear ratio range of the second set of valves (44, 46).

4. (CURRENTLY AMENDED) The electro-pneumatic switching unit according to claim 3, wherein the mechanical locking device (54, 56) is pneumatically connected with the first valve (44) of the second set of valves (44, 46) for switching the position slow of the range-change group transmission (14).

5. (PREVIOUSLY PRESENTED) An electro-pneumatic switching unit for a vehicle transmission (6) that includes:

a splitter group transmission (12) pneumatically switched via a first set of valves (36, 38); and

a range-change group transmission (14) that is pneumatically switched between a first range and a second range via a second set of valves (44, 46);

wherein switching of the second set of valves (44, 46) can be manually preselected by a vehicle driver via a gear lever (16), and the switching unit comprising:

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an electronic control device (20) for controlling switching of the first and second sets of valves (36, 38, 44, 46);

a disengaging valve (42) mechanically coupled with the gear lever (16) and pneumatically coupled with the second set of valves (44, 46) to pneumatically actuate the second set of valves (44, 46) when the gear lever (16) is in a neutral position;

the switching of the range-change group transmission (14) is controlled by the electronic control device (20) when the second set of valves (44, 46) are actuated by the disengaging valve (42); and

a locking device (54, 56) is pneumatically actuated by the second set of valves (44, 46) according to a gear ratio range of the the second set of valves (44, 46) and mechanically coupled with the gear lever (16) to mechanically prevent the manual switching of inadmissible reduction ratios of the vehicle transmission (6).

6. (PREVIOUSLY PRESENTED) The electro-pneumatic switching unit according to claim 5, wherein the locking device (54, 56) is pneumatically connected with the first valve (44) of the second set of valves (44, 46) for switching a slow range of the range-change group transmission (14).

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